

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
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Hongkong Daily Press.

ESTABLISHED 1857

ON SALE
THE
DIRECTOR & CHRONICLE
FOR 1911.
Complete Edition ... \$10.00
Small ... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,570. 號十七百五千六萬壹第 日十初月五年三統宣 HONGKONG, TUESDAY, JUNE 6th, 1911. 二拜禮 號六月六年一十百九千一英港香 PRICE \$3 PER MONTH.

INTIMATIONS
**NEW
PIANOS
ON HIRE**
AT
\$10 PER MONTH.

TUNING AND REGULAR
ATTENTION INCLUSIVE.
**S. MOUTRIE & CO.,
LIMITED.**
[a305]

**CHINA MUTUAL LIFE
INSURANCE CO., LD.,
HEAD OFFICE, SHANGHAI.**
DIRECTORS AND OFFICERS:
J. A. WATTS, Esq., Managing Director.
A. J. HUGHES, Esq., Secretary.
S. B. NEILL, F.I.A., Actuary.

A strong British Corporation Registered
under Hongkong Ordinances and under Life
Insurance Companies' Acts, England.
Insurance in Force ... \$37,855,885.00
Assets ... 8,415,250.00
Income for Year ... 3,566,559.00
Total Security to Policyholders \$216,813.00

LEFFERTS KNOX, Esq., Hongkong, Can-
ton, Macao
District Manager, and the
B. W. TAPE, Esq., Philippines.
District Secretary.
Alexandra Building.

C. LAWDER, Esq., Inspector Hongkong.

Advisory Board: Hongkong.
SIR PAUL CHATER, Kt., C.M.G.
I. F. HOUGH, Esq.
C. J. LAURENTZ, Esq.
[a1351]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net
In Bags 250 lbs. net
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a1364]

DAVID CORSE & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO
Sole Agents.
[1404]

**PEAK TRAMWAYS COMPANY,
LIMITED.**
TIME TABLE.

WEEK DAYS.
7.00 a.m.
7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 15 minutes.
SATURDAY.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Building, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 1st April, 1909. [a545]

LANE, CRAWFORD & CO.
ICE CREAM FREEZERS
(ALL SIZES)
**TEAKWOOD ICE SAFES,
ICE PICKS, ICE SHAVES,
ICE PAILS, ICE BLANKETS.**
LANE, CRAWFORD & CO.
[a28]

THE
"CORONATION" WINE.
POMMERY AND GRENO.
IN MAGNUMS, QUARTS AND PINTS.
SOLE AGENTS:
**CALDBECK,
MACGREGOR & CO.,**
WINE AND SPIRIT MERCHANTS.
[a2a]

**CANTON, MACAO AND
WEST RIVER
STEAMERS.**

HONGKONG TO CANTON—Daily at 8 a.m. (Sunday excepted) and 10 p.m. (Saturday
excepted).
CANTON TO HONGKONG—Daily at 8 a.m. and 5.15 p.m. (Sunday excepted).
HONGKONG TO MACAO—Weekdays at 8 a.m. and 2 p.m.
Sundays at 9 a.m. and 1 p.m.
MACAO TO HONGKONG—Weekdays at 7.30 a.m. and 2 p.m.
Sundays at 7.30 a.m. and 4 p.m.
MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 p.m.
CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 p.m.
CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 a.m.
WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 a.m.

Owing to docking arrangements there will be no 8 a.m. steamer to Macao on
SATURDAY, the 3rd June, and no 2 p.m. steamer from Macao on the same date.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
[a144] Hotel Mansions, Opposite Hongkong Hotel.

**mitsu bishi DOCKYARD
AND ENGINE WORKS.**
At A.B.C. Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers
Manufacturers of Condenser, Steam Turbines, etc., etc., etc.
and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI—Telegraphic Address: "DOCK" NAGASAKI.
Length on Keel-Blocks. Breadth at Entrance. Depth of Water on Keel-Blocks.
3 Dry Docks. No. 1 ... 510 ft. 77 ft. 26 ft.
No. 2 ... 350 ft. 55 ft. 24 ft.
No. 3 ... 714 ft. 88 ft. 34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.

AT KOBE—Telegraphic Address: "WADADOCK" KOBE.
Floating Docks. No. 1. No. 2.
Lifting Power. 7,000 Tons. 12,000 Tons.
Max. Length of Ship taken in. 460 Feet. 580 Feet.
" Breadth. " " 56 ft. 66 ft.
" Draft. " " 22 ft. 26 ft.
The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Sheerlegs, capable of lifting 40 ton weight.
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.
[a761]

WO HING & CO.,
No. 17A, QUEEN'S ROAD CENTRAL.
MANUFACTURERS OF
HIGH-CLASS
SWATOW DRAWN WORK.
LATEST FASHIONS OF
CANTON EMBROIDERIES, SILK LACES OF EVERY DESCRIPTION.
CHOICE ASSORTMENT OF
SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.
INSPECTION SOLICITED. PRICES REASONABLE.
Hongkong, 12th April, 1911. [a591]

**THE YOKOHAMA DOCK
CO. LTD**

Telegraphic Address:—"DOCK," Yokohama.
Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. 1, and Watkin's.
DRY DOCK DEPARTMENT.—Telephone Nos. 376, 506, or 681.
No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.
Every description of repair work is undertaken. A large assortment of material
including tall shafts are kept in stock. Two powerful tow boats, floating derrick to
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.
WAREHOUSE DEPARTMENT.—
106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private
bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.
Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.
[a713]

**LONG HING & CO.,
PHOTO SUPPLIES.**
17, QUEEN'S ROAD CENTRAL.
PHOTO GOODS of every description, EASTMAN
KODAKS and CARBINE CAMERAS, &c.
FRESH KODAK FILMS IN STOCK.
DEVELOPING AND PRINTING A SPECIALITY.
[a257]

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Should insist upon being supplied with Goods Manufactured by
WILKINSON, HEYWOOD & CLARK, LD.
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A Firm with an experience of nearly 120 years in the VARNISH, PAINT and COLOUR TRADE.
STOCKS KEPT IN HONGKONG AND SHANGHAI OF GOODS SPECIALLY
MANUFACTURED FOR THE CHINA MARKET.
Apply for prices and information to—
WILKINSON, HEYWOOD & CLARK, LTD.,
ALEXANDRA BUILDINGS, HONGKONG.
W. D. GRAHAM,
GENERAL MANAGER IN THE EAST.
[a733-2]

WEISMANN, LTD.
**BAKERS.
CONFECTIONERS.
CATERERS.
RESTAURANTEURS.**
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[a54]

**BILLIARD TABLES
AND
ALL ACCESSORIES
FOR
THE GAME OF BILLIARDS.**
THE "ORIENT"
THE "EMPIRE"
THE "STANDARD"
Billiard
Tables.
ESTIMATES, DESIGNS AND PRICE LISTS
FREE.

**C. LAZARUS & CO., LTD.,
CALCUTTA.**
[a747-1]

NOTICE.
HERBERT STEPHENS has severed
his connection with our Firm and that the
Authority to Sign per pro. which he has hitherto
held has been withdrawn as from this date.
DADY BURJOR & Co.
Hongkong, 31st May, 1911. [a781]

MANDARIN LESSONS.
LI CHIN CHAI, 39, Stannton Street,
2nd Floor, Teacher to many Prominent
Men in the Colony.
For references apply—
Care of P. O. Box 146.
Hongkong, 29th May, 1911. [a759]

HONGKONG HOTEL
FINEST HOTEL IN THE FAR EAST.
Recently Refurnished and Redecorated.
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe.
Bedrooms with European Bath and
Lavatory attached.
Perfect Sanitation.
The new Lounge will shortly be Completed.
A la Carte Restaurant and Grill Room
Open 1st October.
[a31] J. H. TAGGART, Manager

**KING EDWARD
HOTEL.**
A HIGH CLASS HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a630]

GRAND HOTEL
QUEEN'S ROAD CENTRAL.
A FIRST CLASS AND UP-TO-DATE
HOTEL.
ENTIRELY UNDER EUROPEAN MANAGEMENT
THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
luxuriously furnished and up-to-date in every
respect, situated in the most central position.
Large and Airy Rooms, Hot, Cold, and Showers
Baths, Electric Light Throughout and Fans.
Large and Comfortable Lounge, Private and
Public Bars and Billiard Rooms, CUISINE
ENTIRELY UNDER EUROPEAN
SUPERVISION. Sanitary Arrangements of
the latest, HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for 'Firm and
Dinner. Special Rates for married families on
application to
FREDERICK REICHMANN,
Proprietor.
(late Manager of J. H. LYONS (Trocadero)
leading Cafeterias in London, and
GRAND ORIENTAL HOTEL, Colombo).
TELEPHONE No. 197.
TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [a43]

"BRAESIDE."
PRIVATE HOTEL.
STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort
Fine View of the Harbour.
Telephone No. 690.
Apply to— Mrs. F. W. YATTS,
"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [a32]

VICTORIA HOTEL
SHAMEN—CANTON.
MANAGER—MR. H. HAYNES.
Telegraphic address—"VICTORIA, SHAMEN."
SITUATED ON THE BRITISH CONCESSION
MACAO HOTEL
MACAO
Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTRE OF PRAYA GRANDE
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER
Proprietor.
[a773]

DENTISTRY
DR. M. H. CHAUN.
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.
1ST FLOOR, ROOMS 2 and 3 From the
University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [a408]

**SIEN TING
SURGEON DENTIST.**
No. 10, D'AGUIAR STREET
TERMS VERY MODERATE
Consultation Free.
Hongkong, 21st September, 1906. [a748]



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Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12. Telegraphic Address: Press Code: A.B.C. 5th Ed. Lieber's.

NEW ADVERTISEMENTS.

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:—
 Epitome of the Week's News.
 Leading Articles:
 Foreigners on British Ships.
 Census & Elections.
 The Age of Oil.
 The Industrial Future of Japan.
 Chinese in Siam.
 A Matter of Patriotic Sentiment.
 The Military Contribution.
 Random Reflections.
 Hongkong News.
 Supreme Court.
 Supposed Poison in Drink.
 Improvement of the Peak Tramway Service.
 Shimen Municipal Council.
 Correspondence:
 The Observance of Bank Holidays.
 The New Post Office.
 Siamese Economy in Hongkong.
 The Government of Macao.
 Harbour Improvements at Macao.
 Macao Notes.
 Another Alleged Godown Theft.
 Balance Sheets and Lost Capital.
 China's Budget.
 Big Opium Seizure in Manila.
 The Japanese and Russian Minister of War.
 Company Reports:
 A. S. Watson & Co., Ltd.
 China and Manila Steamship Co., Ltd.
 The Philippine Steamship Co.
 Watkins, Ltd.
 Accident near the Race Course.
 Dog Catches a Thief.
 Canton News.
 Interport Polo.
 Hongkong Legislative Council.
 Company Meeting:
 Star Ferry Co., Ltd.
 Watkins, Ltd.
 A. S. Watson & Co., Ltd.
 The British Schools of Hongkong.
 Review of the Troops.
 Further Gambling Raids.
 Harbour Improvements at Macao.
 Coronation Celebrations.
 Johang-Warhien Railway.
 A Year's Work in the Post Office.
 Saturday's Gymkhana.
 Commercial.
 Shipping.
 Extra copies 30 cents each, Cash.
 Copies can be posted from this Office to addresses sent; including postage, 34 cents each.
 \$1 Cash for three copies.
 Subscription: \$12 per annum, payable in advance; postage \$2.
 Hongkong, 6th June, 1911.

PEAK TRAMWAY CO., LTD.

NOTICE.

ON and after 15th inst., the following additional Cars will be run:—

WEEK DAYS:

7.15 A.M.
 8.15 P.M.
 8.10 P.M.
 10.00 P.M.
 10.30 P.M.
 11.00 P.M.
 11.30 P.M.

SUNDAYS:

9.15 A.M.
 6.10 P.M.
 10.00 P.M.
 10.30 P.M.
 11.00 P.M.
 11.30 P.M.

The Service between 7.30 A.M. and 8 A.M. on week days will be every quarter of an hour instead of every ten minutes.

JOHN D. HUMPHREYS & SON,
 General Managers.

Hongkong, 3rd June, 1911. [788]

ITALIAN MARBLE.

MONUMENTS, FIGURES, HEAD-
 STONES and CROSSES in Stock at—
 BROWN, JONES & Co.,
 41, Morrison Hill Road.
 Hongkong, 1st June, 1911. [776]

YOU

Can always get the best quality

LOCAL

BEEF AND MUTTON
 and
 AUSTRALIAN
 FROZEN MUTTON,
 LAMB,
 RABBITS.
 HARES.

From

THE
 DAIRY FARM CO., LTD.
 Butcher's Dept.
 Price list on application.

[36]

ON SALE.

BOUND VOLUMES of the HONGKONG
 WEEKLY PRESS. July to December,
 1910. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS"
 Office.

Hongkong, 28th March, 1911

PUBLIC COMPANY

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND on Account of the year 1910 of THIRTY CENTS per Share will be Payable at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after the 2nd June, 1911, on Warrants to be obtained at the Company's Office.
 The DIVIDEND will also be Payable at the HONGKONG AND SHANGHAI BANK, Shanghai, on and after the same date.

JOHN D. HUMPHREYS & SON,
 General Managers.
 Hongkong, 2nd June, 1911. [785]

WANTED

WANTED.

BY a YOUNG LAD, fresh from School, employment as a Clerk; knows Short-hand and Typewriting. Moderate Salary to start with.

Apply— H. R.,
 Care of "Daily Press" Office,
 Hongkong, 3rd June, 1911. [787]

WANTED.

A N ENERGETIC and EXPERIENCED CHINESE BROKER, who thoroughly understands the Sundry Goods Business. A Good Salary to a Capable Man.

Apply in writing to— "X,"
 Care of "Daily Press" Office,
 Hongkong, 2nd June, 1911. [782]

EMPLOYMENT WANTED.

A Capable CHINESE with a good working knowledge of English desires employment. Satisfactory references as to character, &c.

Apply— A. B. C.,
 Care of "Daily Press" Office,
 Hongkong, 17th May, 1911. [715]

OLD WELLINGTONIAN DINNER.

PROPOSED to hold an OLD WELLINGTONIAN DINNER on 18th June. Will any Old Wellingtonians who wish to be present kindly communicate with the Under-
 signed?

Apply— P. H. M. TAYLOR,
 Captain,
 Government House,
 Hongkong, 3rd June, 1911. [736]

ILLUMINATION.

FOR SALE
 RED JAPANESE LANTERNS
 of approved size and
 CORONATION CANDLES
 of 63" long—burning for 4 to 4½ hours.
 Prices without competition.
 Please send order early to avoid disappointment.

GRACA & CO.,
 Pedder St. (Hongkong Hotel Building),
 Hongkong, 6th June, 1911.

NOTHING BETTER FOR THE

SEASON!

JUST RECEIVED—EX-ENGLISH MAIL.

YOU WILL FIND OUR RANGE

INCOMPARABLE

FOR QUALITY, STYLE AND PRICES.

NEW FASHION STYLE BATH-

ING DRESSES AND CAPS.

White Lace Striped Muslins; Printed Dress

Voiles; White Swiss Embroidered Muslins;

Rebo Muslins; White Embroidered Striped

Dress Muslins; White Fancy Shirting;

Mercurized Stripe Fancy Voiles; "The Elite"

Striped Dress Fabrics, &c., &c.

LATEST STYLES LADIES' STOCKINGS:—

Plain Finest Maco Lisle Black, Tan, High

Spliced and Double Soled.

Plain Finest Side Silk Clox Lisle Black, Tan,

Lace

Plain Silk Black Stockings.

Lace

Also Boys and Girls, Best Values.

HOOSAIN-ALI & Co.,

No. 13, Queen's Road Central,
 Hongkong, 1st May, 1911. [38]

A LING & CO..

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS

STORE.

Photographic Goods of every Description

in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [609]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants.

Wholesale and Retail Ironmongers, Pig

Iron and Foundry Coke Importers. General

Storekeepers and Shipchandlers. Nos. 35 & 37,

LING LOONG STREET (2nd St. west of Central

Market). Telephone No. 515. [565]

ON SALE.

MAIL TABLES

FOR 1911.

Shows the dates of departure of the Mails

to Europe and America, and the dates of their

expected arrival as well as their destinations, as

the dates of return Mails.

Mounted on Card ... 30 Cents

On Paper ... 20 "

On Sale at the Hongkong Daily Press

Office.
 Hongkong, 6th February, 1911.

AUCTION

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 12th day of June, 1911, at 3 P.M., at the Office of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

[789]

PARTICULARS OF THE LOT.

Lot No. at Sale	Regist. No.	Locality	Boundary Measurements	Containing	Square Feet	Annual Rent	Upset Price
1st Lot, 181	181	Adjoining Lot Nos. 180 and 182, Kennedy Rd.	feet feet feet feet	6,100	42	3,000	
(As per Sale Plan.)							

FOR SALE

HOTEL FOR SALE.

A T Coast Port; as a going concern. Proprietor retiring. For further Particulars apply to "HOTEL,"
 Care of "Daily Press" Office,
 Hongkong, 5th May, 1911. [671]

FOR SALE OR TO LET.

"KENNIS," 76A, PEAK; SEVEN ROOMS; Large Verandah; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn, 15 minutes' walk from Tram, 7 minutes by "Rickshaw." One of the best situations at the Peak; Cool in Summer, Warm in Winter.
 Apply—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
 Hongkong, 2nd February, 1911. [270]

FOR SALE.

REMAINING Portions of MARINE LOT 31 and 36, at PRAYA EAST. Approximate Area, 45,000 Square Feet.

TO BE LET OR SOLD
 IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT
 No. 285
 EXTENSIVE WATER
 FRONTAGE, DEEP WATER.

Apply— G. FENWICK & Co., LTD.,
 ENGINEERS,
 PRAYA EAST, HONGKONG.
 Hongkong, 8th June, 1906. [111-112]

ON SALE.

HONGKONG HANSDARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910.

REVISED BY THE MEMBERS.
 PRICE - - - - \$3.
 DAILY PRESS OFFICE.
 Hongkong, 21st February, 1911.

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to .55SG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
 Hongkong, 26th October, 1906. [608]

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles recently contributed to the "Hongkong Daily Press" by "Sportsman," reproduced in book form.

PRICE ONE DOLLAR.

Hongkong, 23rd October, 1910.

報新外中港香

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(Chinese Daily Press).

PUBLISHED DAILY.

Is the oldest and still immeasurably the best

Advertising medium among the

Native Community.

Established for over FIFTY YEARS

Circulates largely throughout Southern China

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Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.

Documents translated from or into Chinese or Colloquial Chinese.

TO LET

TO LET.

FLATS in Nathan Road.
 FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.
 KOWLOON MARINE LOT 48, Yau-mat, Area 65,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
 Apply to—
 HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
 Hongkong, 14th February, 1911. [543]

TO LET.

GODOWNS, 95 and 96, Praya East.
 Apply—
 CHATER & MODY.
 Hongkong, 31st March, 1911. [121]

TO LET.

NOS. 9 and 10, MACDONNELL ROAD.
 GODOWNS, To Let, at Blue Buildings, 4A, Praya East.
 "CRIBGAN," 39, The PEAK.
 OFFICES in KING'S BUILDING, 4th floor. GODOWNS, 151 to 155, PRAYA EAST. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.
 Also NEW EUROPEAN FLATS, adjoining the new Seamen's Institute, Praya East.
 Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
 Hongkong, 1st June, 1911. [113]

TO LET.

TWO OFFICES on 1st Floor of Hotel Mansions.
 Apply to—
 HENRY HUMPHREYS,
 Alexandra Buildings,
 Hongkong, 7th April, 1911. [575]

TO LET.

TO BE LET.
 No. 34, QUEEN'S ROAD CENTRAL (Shop), Opposite the Post Office.
 No. 24, D'ARQUILLER STREET (Suitable for Godown, Etc.), All of which are at present occupied by VIERNA CAPS & Co., LTD.
 For Particulars, Etc.,
 Apply to—
 YEE SANG FAT,
 2nd Floor, 24, D'ARQUILLER STREET.
 Hongkong, 24th February, 1911. [362]

TO LET.

GODOWN, No. 5A, DUDELL STREET.
 Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
 Hongkong, 1st June, 1911. [114]

TO LET.

OFFICES on Ground and First Floor in Chater Road. Very central position. WOODLANDS VILLA, West, 25, Seymour Road.
 No. 9, BEACONSFIELD ARCADE (Shop).
 The ERYE, No. 13, Peak, newly Painted and Colour-washed.
 BEACONSFIELD, from 1st June, 1911.
 No. 37, PRAYA GRANDE, Macao.
 FOB SALE.—Top Chest, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.
 Apply to—
 LINSTED & DAVIS,
 3rd Floor, Alexandra Buildings,
 Hongkong, 31st May, 1911. [118]

TO LET.

MOUNTAIN VIEW - (at present occupied by E. R. HALLIFAX, Esq.).
 From 1st May, 1911.
 10, MOUNTAIN VIEW.
 Apply—
 Care of "Daily Press" Office,
 Hongkong, 4th April, 1911. [491]

TO LET.

FIRST FLOOR of No. 4, DES VOEUX ROAD CENTRAL.
 FOUR ROOMS on Ground Floor of College Chambers for Offices (2 minutes from Clock Tower). Can be let separately. Rent moderate.
 GODOWNS in Masons Lane, good for storage of Wines and other Articles. Rent moderate.
 Apply to—
 DAVID SASSOON & Co., LTD.,
 Hongkong, 2nd June, 1911. [627]

TO LET—NEAR CLOCK TOWER.

SEVERAL CONVENIENTLY SITUATED ROOMS, suitable for Offices. Ground and First Floor.
 Apply—
 "HEX,"
 Post Office Box 418,
 Hongkong, 9th May, 1911. [637]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.
 Apply—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
 Hongkong, 1st June, 1911. [116]

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG FOR DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909;
 ALSO
 RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: \$1 Cash.
 On Sale at the "DAILY PRESS" Office, or Local Booksellers.

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000
 RESERVE FUND ... 16,860,000
 Date ... 13th March, 1911

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
 London Osaka
 Nagasaki San Francisco Lyons
 New York Shanghai Honolulu
 Bombay Tientsin Hankow
 Newchwang Dalay Peking
 Antung Liyang Port Arthur
 Tientsin Chiang Chun Mukden
 Kobe

HONGKONG—INTEREST ALLOWED.
 On Current Account at the rate of 2 1/2 per cent. per annum on the daily balance.
 On fixed deposits for 12 months 4 1/2 per annum
 " " " 6 " 3 1/2 " "
 " " " 3 " 2 1/2 " "
 TAKEO TAKAMICHI,
 Manager.
 Hongkong, 13th March, 1911. [441]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 183
 HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,200,000
 RESERVE FUND ... £1,825,000
 RESERVE LIABILITIES OF PROPRIETORS ... £1,200,000

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.
 On Fixed Deposits for 12 months 4 per cent.
 " " " 6 " 3 1/2 " "
 " " " 3 " 2 1/2 " "
 WM. DICKSON,
 Manager.
 Hongkong, 2nd May, 1911. [148]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 1/2 per cent. per annum.
 Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
 For the HONGKONG AND SHANGHAI BANKING CORPORATION.
 N. J. STABB,
 Chief Manager.
 Hongkong, 24th January, 1911. [2]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.
 Authorized Capital Fl. 15,000,000 (£1,250,000).
 Subscribed Capital Fl. 12,378,100 (£1,031,500).
 Reserve Fund Fl. 2,754,338.09 (£229,528).

HEAD OFFICE: AMSTERDAM.
 HEAD AGENCY: BATAVIA.
 LONDON BANKERS
 THE WILLIAMS DEACONS BANK,
 SWISS BANKCORPORATION.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4 1/2 per annum.
 6 " 4 " "
 3 " 3 1/2 " "
 C. WOLDRINGH, Manager,
 No. 16, Des Voeux Road Central,



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

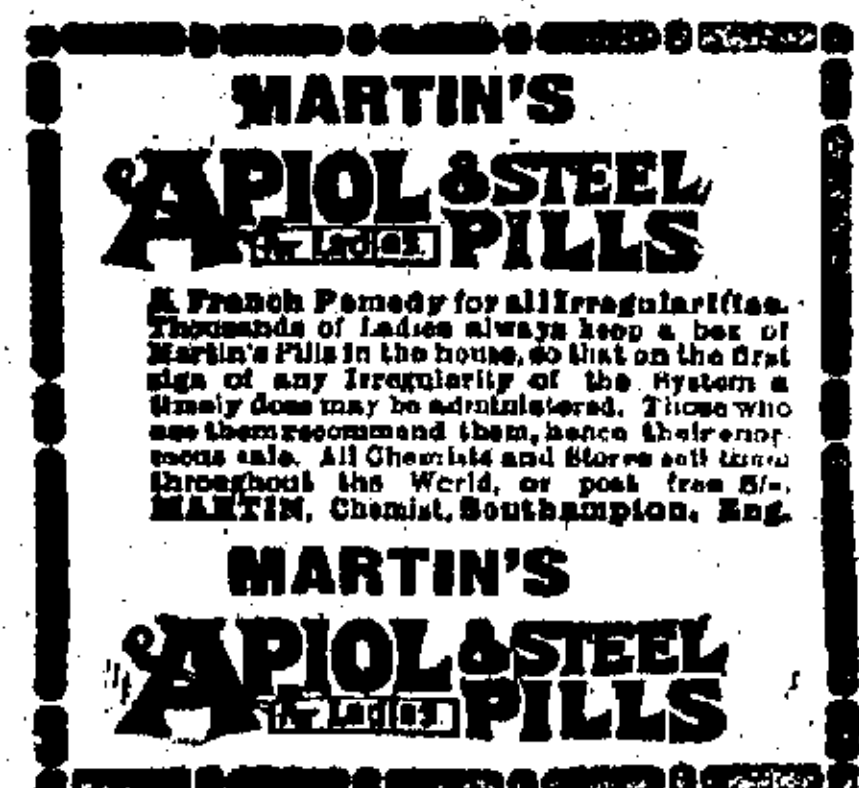
1745.

BEWARE OF

IMITATIONS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

[56]



時水汽力通士

THIS WONDERFUL SYPHON

Makes Mineral Water instantly at 90 cents a dozen Syphons. Anyone can do it. Failure is impossible. And you can save 50 per cent. by making your own Mineral Waters at home with the

H'SPRANA.

SPARKLET SYPHON,



which lasts a lifetime and can be purchased from any Chemist or Stores.

PRICE—\$2 Each.

BULBS at 90 cents per box.

WHOLESALE PRICE—

SYPHONS per doz \$16.00 f.o.b.

BULBS per doz boxes \$8.00 f.o.b.

KWONG SANG HONG, LTD.,
WHOLESALE AGENTS,
246 & 248, Des Vaux Road, Central,
HONGKONG.

行發總

司公限有行生廣港香

[36]

AS SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS

THORNE'S

OLD VAT

No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA & MANILA

A. S. WATSON & Co., LTD.

[55]

LATEST STEAMER MOVEMENTS.

The H.-A. Linie str. *Freienfels* left Shanghai on the 4th inst. a.m. and may be expected here to-morrow a.m.

The I.G.M. str. *Prinz Eitel Friedrich*, which left here on the 31st ultimo, at 5 a.m., arrived at Shanghai on the 2nd inst., at 4 p.m.

MARINE PROPULSION.

AN OIL-PROPELLED VESSEL.

A voyage from the Tyne to Calais and back was completed last month by the *Taylor*, a vessel which Messrs. Swan, Hunter & Wigham Richardson (Limited) have fitted with Diesel oil engines for special service on the Canadian canals and lakes. This vessel, which has twin screws, is 248ft. in length by 42ft. 6in. in beam, by 19ft. in moulded depth, and is propelled by two sets of two-cycle reversible Diesel engines, giving together 360 h.p., which were supplied by the Aktiebolaget Diesel Motor of Stockholm.

On her voyage to Calais the *Taylor* was loaded with 2,650 tons deadweight of coal cargo, in addition to about 40 tons of oil fuel, sufficient water and stores, at a mean draught of 14ft. Notwithstanding the rough weather which was encountered immediately on leaving the Tyne, the engines worked quite satisfactorily, and the voyage to Calais was completed at an average speed of 5.9 knots. On the return voyage, light in ballast, the average speed was 8.2 knots. The consumption of oil fuel for the round voyage, including the auxiliary compressor, was 61 tons, or 1.75 tons a day.

The *Taylor* has a greater deadweight capacity than the ordinary steam-driven boat, owing to the fact that the Diesel engines are lighter than steam engines and boilers, the saving in this respect being about 60 tons. The cubic capacity for cargo is also greater, as there is a saving of boiler space, and in addition the oil fuel can be carried in the double bottom in place of water ballast, thus saving bunker space. The staff required is also less than is required for steam engines and boilers, for while the number of the engine-room staff is about the same, firemen are not needed. The deck machinery and engine-room accessories are driven by compressed air, furnished by a compressor driven by a small Diesel engine, and a small paraffin engine provides the electric light. The accommodation is heated by hot water, the heat being obtained either from the exhaust gases of the engine or by means of a coal fire. There is thus no steam-power on board the boat.

Messrs. Swan, Hunter & Wigham Richardson have now taken up the construction of marine Diesel oil engines, and have at the present time a set of four-cylinder two-cycle engines in hand at their Neptune Works, Walker-on-Tyne.

EXPERIMENT WITH GAS ENGINES.

For some time past, says *The Times*, a small vessel named the *Progress*, which was formerly a vedette boat in the Navy, has been unobtrusively making trial runs on the Thames in Woolwich and Barking Reaches. Probably none of those who have seen her pass by them, and even few who have obtained a casual glance through her engine-room skylights, have thought that there is anything unusual about the vessel, or the details of her outward appearance, including her funnel, which emits occasional whiffs of vapour, she seems merely a steam launch. Yet in fact she is nothing of the sort, for a gas-producer takes the place of the boiler, and gas works her engines, which, however, the observer might be pardoned for supposing at first glance to be steam engines of the accepted marine type.

Indeed, the remarkable feature of the machinery, which is built from the designs of Mr. C. H. T. Alston, is the closeness with which it approximates to steam practice, both in working and in number, area of the vertical inverted pattern; their pistons are double-acting and receive two impulses, one on each side, at each revolution; the three-throw crank shaft is coupled directly to the propeller shaft without the intervention of clutch or gearing of any sort; and the direction of revolution can be changed simply by pulling over a reversing lever. The design contrasts about in many respects with the common type of internal combustion engine.

The following is a broad outline of the action of the engine:—Each cylinder forms an independent unit, and is supplied with explosive mixture by its own double-acting pump situated on the bell-pipe immediately behind it. The three pumps, which have a bore of 14½ in., and a stroke of 9 in., are driven by links and bell levers from the three connecting rods, and the setting is such that there is a difference of 90 deg. between their plungers and the pistons; that is, when one of the pistons is at the bottom of its stroke the plunger of the corresponding pump has risen a half of its travel. The cylinders have central exhaust ports, which are uncovered by the movement of the pistons, and at top and bottom they are provided with an automatic air inlet valve, controlled by a spring, the function of which is to admit the air required for scavenging. This air is drawn into, and fills the greater part of, one of the other of the two long pipes that connect each of the pumps with the cylinders they serve, but it never actually reaches the pumps, which thus deal only with the explosive mixture. As the piston uncovers the central ports after the explosion, the pump forces a charge of mixture into the lower part of one of the pipes, and this charge pushes the air which is already in the pipe in front of it into the cylinder, which is scavenged; then the charge itself follows, and is trapped, compressed, and fired in the combustion chamber. The action is precisely the same for both sides of the piston, and therefore for changing the direction of revolution it is only necessary to change the relation of each pump to its cylinder, in such a way that if for going ahead the upward stroke of the pump charges the upper end of the corresponding cylinder, then for going astern it charges the lower end. This change is effected by the reversing lever, which simultaneously alters the position of the three valves that control the outlets from the three pumps.

STARTING ARRANGEMENTS.

The quadrant in which the reversing lever moves has five notches. The middle one constitutes the neutral or stop position, those immediately on either side of it are for running ahead and astern respectively, while those at the extreme ends are for starting ahead or astern. When the lever is placed in one of these outer notches it moves a cam shaft longitudinally, and thus brings into operation the appropriate set of cams for actuating the valves which admit compressed air from a reservoir into the cylinders in the direction for moving ahead or astern as required. The push pieces which work the valves contain buffer springs, which are powerful enough to lift the valves against the compression pressure in the cylinder, but not against the explosion pressure. The ignition being arranged so that firing takes place a little in advance of the opening of these valves, it follows that if the engine has begun to work on gas the compressed air is not admitted, since the cams merely compress the springs, but do not move the valves, and thus the air is not wasted. This arrangement further provides a safeguard against the stoppage of the engine in heavy weather should it be throttled down and the propeller be suddenly immersed, after racing, for if there be no explosion the pressure in the cylinders will be insufficient to prevent the admission of the compressed air, which will therefore keep the engine running. The compressed air is stored in a cylinder by means of a small compressor driven by a small Gardner oil engine.

The gas-producer, which burns anthracite, does not call for any special remark, and the same is true of the scrubber immediately behind it, in which the gas is first washed by water sprays and then dried. When the producer is being started, and during stand-by periods, the necessary draught is induced by an exhaust fan driven by the oil engine, but when the plant is running the suction, by of course, is maintained by the engine pumps. On its way to the cylinders the gas is passed through a moisture separator and a tar-box, and then through an automatic device in which it is mixed with air. This mixing chamber is so designed that the proportions of air and gas can be varied as desired, but whatever the proportions are, the mixture remains constant in quality, no matter what quantity is taken by the engine as it is varied by the throttle. Another ingenious automatic device is employed to regulate the supply of steam to the gas-producer. In the pipe which conducts the steam and air down to the grate is placed a coil of thin copper tubing containing pure methyl alcohol, and the pressure in this coil is arranged to set against a spring which tends to open the steam valve. As this pressure depends on the temperature to which the coil is subjected, it falls when the temperature in the supply pipe falls, as happens when the supply of steam is small, and when the engine is accelerated. The steam valve is then able to open and more steam is admitted. When, on the other hand, the pressure rises owing to the rise of temperature with increased supply of steam, or when the engine is throttled down or stopped, the valve is closed and the supply of steam is diminished. In this way it is evident that by proper adjustment of the pressure in the coil it acts the amount of steam can be regulated and kept constant in any desired proportion. The steam is derived from a small boiler fired by oil, but it must be remembered that the plant under notice is purely an experimental one, and different arrangements would be made for supplying steam in a vessel intended for practical use.

The ignition is by Lodge coils with accumulator and high-tension sparking plugs, the battery being kept constantly charged by a small dynamo driven from the crank shaft by a chain. The ignition is set for ahead or astern by the movement of the reversing lever. It can be advanced by hand to suit the speed at which the engine is running, but is returned to the retarded or starting position by the action of the reversing lever, so that it cannot be left in the wrong position by the attendant.

SOME ENGINE DETAILS.

The cylinders, which have a bore of 8½ in., with a stroke of 9 in., are water-cooled, the circulation of the water being maintained by a plunger pump worked off the crank shaft. In the stuffing boxes, also water-cooled, through which the piston-rods pass, Schwabe's metallic packing is employed, consisting of six sets of cast-iron rings, each in three segments. At the bottom there is a white metal packing. This arrangement has proved quite satisfactory, and the piston-rods are as smooth as glass. For lubrication there is a small oil pump, with spring-returned plunger, actuated by a wheel having nine cams, which in turn is worked by a worm on the vertical shaft that operates the compressed air valves. The oil is taken through a rotary distributor, and three leads go to each cylinder; two of them, each with three branches, lubricate the piston, and one the stuffing box.

A TRIAL RUN.

An opportunity of observing the behaviour of the engines was afforded during a run down the river from North Woolwich towards Dagenham. The *Progress*, which has a length of 96ft., with a breadth of 12ft. 6in., and a moulded depth of 6ft. 11in., was lying alongside a pier, wedged in between another boat on one side and the floating stage on the other, and there was a bridge across the river just ahead of the vessel. In these circumstances the start involved a good deal of manoeuvring, and about a dozen orders had to be rung down to the engine-room before the vessel's bow was pointing down stream. To all of these the engines responded without hesitation, and they could be reversed from full speed ahead to running astern in five or four seconds. During the run they worked with admirable regularity. The greatest number of revolutions attained was about 180 a minute, the average power being about 100, and they could be throttled down to about 40, though the flywheel is of insignificant weight. Three or four years ago, before the engines were placed in the boat, they were run on town gas up to 500 r.p.m., and even in the boat they have run at 250 r.p.m., with another propeller. The present propeller was lately modified in the hope of increasing the number of revolutions, but this result was not fully realised, and the chief effect was a knot or so. It cannot be said that the engines worked very quietly, but in part at least this was due to the fact that after several years' service they stand in need of overhauling, while the narrow dimensions of the engine-room did not tend to damp out the noise. The exhaust, however, was practically inaudible—more so, indeed, than that of many motor-boats, thanks to an efficient silencer which is placed alongside the scrubber. There was no back-firing, though there was a great deal of trouble was encountered from this cause.

The *Progress* is owned by the Empire Oil Engine Syndicate (Limited), of 34, Great St. Helens, E.C., and the consulting engineer who has watched over the development of her engines is Mr. P. T. Houston, of Messrs. Houston & Gall, of 4, Lloyd's Avenue, E.C. It is in contemplation to build a larger set of engines on the same principle, deriving the gas for working from a producer using bituminous coal.

GRIMAULT'S
SYRUP
OF
HYPOPHOSPHITE OF LIME
FOR
STUBBORN COUGHS
BRONCHITIS
WEAK LUNGS
CATARRH
CONSUMPTION

LORD KITCHENER AND LORD MINTO ON JOURNALISM.

The forty-eighth anniversary dinner of the Newspaper Press Fund took place at the Whitehall Rooms recently. The Earl of Minto occupied the chair, and there was a large and distinguished gathering. Among those present were: Field-Marshal Viscount Kitchener of Khartoum, Lord Bunsford, Earl Bathurst, Lord Morley, Lord Colchester, Sir Francis Maclean, Sir Elliott Lewis, Premier of Tasmania, Sir Charles McLaren, Mr. Felix Cassel, M.P., Sir Herbert H. Cohen, Sir George Sutherland, Sir Charles Bayley, Sir Ernest Shackleton, Lieutenant-Colonel Sir J. E. Dunlop Smith, Sir Douglas Straight, Sir Erle Richards, Mr. John Walter, Sir Patrick Playfair, Sir Joseph Lawrence, Sir Adolph Tuck, Mr. Fabian Ware, Mr. Engen Sandow, Mr. George J. G. Lewis, Mr. L. Owen Pike, Mr. Frank Dobson, Mr. George Lawson Johnston, and Mr. J. P. U. Coast, secretary.

The Chairman, in proposing the toast of "Prosperity to the Newspaper Press Fund," said that the fact that he had been asked to follow so many distinguished predecessors in the position was a sign that the newspaper Press of this country recognised that he had endeavoured to do his best as regarded the administration of the fund. The object of the Fund was to relieve the pecuniary distress of the literary department of the Press and the widows and orphans of such persons. Prior to its organisation there was no such institution in existence. It had done an immense amount of good, but for many years the amounts distributed in grants and pensions had been steadily increasing, and last year's total was the highest in the history of the Fund. So far as possible the Fund was self-supporting, but generous assistance from outside was necessary in order to enable it to meet the increasing calls upon the money at its disposal. The interests of the Press and the public were identical and therefore there were very few organisations in which the public were so directly concerned. Newspapers were to a great extent the mouthpieces of the public, and they had done much to further our relationship with our Overseas Dominions. It was impossible not to marvel at the enormous mass of material with which our great newspapers had to deal in the shape of advertisements—(laughter)—well-digested, well-reasoned correspondence from many parts of the world, exciting stories from correspondents at the seat of war, and above all, those leading articles which so ably represented the opinions of the Press of this country. They could not but admire the power of organisation and the courage that could alone ensure journalistic success. Moreover, our Press was an independent Press. Its criticism, unlike that of the Press of other countries, though sometimes severe, was peculiarly free from personality or unnecessary asperity.

THE POWER OF THE PRESS.

At the same time he confessed he was doubtful of the influence which our newspapers had over public opinion. He had often wondered whether they created that opinion or whether they merely represented it. Perhaps it was a little of both. It was certain that the Press could not altogether disregard the taste of its market. He remembered that during the Afghan campaign of 1879-80, our troops were crossing the Indus, when came to a Staff officer who was a friend of his (the Chairman's) and handed him a long telegram, which wanted official sanction. His friend read it and said: "This is excellent. It commences with a very eloquent description of the passage of the Indus and concludes with a picturesque story about palm trees and crocodiles, but I cannot see the palm trees and the crocodiles." He cannot see them either, said the war correspondent, "but the British said the war correspondent and it must be true. He has the palm trees and the crocodiles, and I have done my best." (Laughter.) He (the Chairman) enquired the war correspondent was right. Nevertheless he ventured to hope that the Press would maintain its high traditions and never descend from its pedestal to cater to the demands of a somewhat sensational age. (Hear, hear.)

Lord Bunsford, the President of the Fund, who was received with loud cheers, responded to the toast. Since he himself first became connected with journalism, about sixty years ago, there had been wonderful changes with regard to it. They lived now in more strenuous times. The newspaper reader of to-day was not a man of the parish or the township. He was more often a citizen of the world, and therefore there inevitably came about a stress and strain on those responsible for the production of newspapers unknown in former times. (Hear, hear.) Mr. J. Foster Fraser proposed "The Houses of Parliament," and Lord Morley and Mr. Felix Cassel, M.P., responded.

Mr. Fabian Ware proposed "The Visitors," coupled with the name of Sir Francis Maclean, who responded.

LORD KITCHENER ON WAR CORRESPONDENTS.

Proposing the toast of "The Chairman," Lord Kitchener said:—It gives me singular pleasure to have this opportunity of speaking to the health of your Chairman, as he is one with whom I have been closely associated and for whom I have the greatest regard. Lord Minto requires no words of praise from me to strengthen his position in the hearts of his countrymen, for I venture to say that there are few living men whose services to the Empire have been greater and more valuable than those of the subject of my toast. (Cheers.) The great countries can bear testimony to his administrative qualities of now, his industry, and his warm sympathy with all the various races it has fallen to his lot to rule. It is to these qualities that the great success of his government in such different surroundings as Canada and India has been mainly due, but if I were asked what quality above all others I would ascribe to Lord Minto it is that of pluck—not mere physical pluck—although that he has shown innumerable proofs of—that greater quality of moral pluck. There comes always to a public man a time when the right course is not (perhaps only for the moment) the most popular course. In such cases I have never known or heard of Lord Minto weighing popularity in the scale against what he has considered right and just, and I venture to say that this quality is one without which no man can achieve true greatness as an administrator. (Hear, hear.) I have just alluded to his Lordship's modesty, and it reminds me that if I continue I shall probably see signs of resentment, but I may be allowed to say that Lord Minto's life has been so active and varied, and he has excelled in so many parts, that it is impossible within the limits of an after-dinner speech to give you anything but the briefest outline. He has always been a first-rate, all-round sportsman, and in early days won many races, and was well known as the best steeplechase rider of his day. (Laughter.) I broke his neck at the game. (Laughter.) I know very few men, perhaps, more intimate knowledge of his career as a soldier, as we more than once served in the same campaign. I feel sure that had he stooped to military life he would have attained the highest honours my profession could give him, though, perhaps, not such a distinguished position as he now holds. He was present in the Carlist Rising in '74, in the

RECORDS WORTH HEARING.

ROBINSON PLANO CO., LTD.



Less Light Waltzes
Serenade Waltz
Cascades of Roses Waltz
Yama Yama Medley
Friedrichs March
The Charming (Xylophone)
Irish Wit
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Hornpipe Rag

A Bunch of Nonsense
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Father was out
Foolish Questions
Hello! People
Bambasto March
Fancies Mean Thoughts
Arrah Wanne
Yaller Gal (Laughing Song)
The Silly Cavalier (Merry Widow)
Gay Gassoon (Danjo)
Roll on, Silver Moon (Yodel)
Yankee Prince Selection
Narcissus
Rig o' Roses from (Dollar Princess)
I hear you calling me
Medley of Irish Jigs
Mikado Selection
Teddy Bear's Picnic
Moon, Dear
Humorous Variations
Never introduce your bloke to your lady friend
Madame Entendly Selection
The Moon has his eyes on you
"Balance Corners" Lancers
Polka Fantasia Selection
Serenade (Piano)
Dollar Princess, Medley
Take me up with you, dearie
If you alone were mine (Two Step)

[734]

CAN YOU FIND A BETTER OFFER THAN THIS?

1. Government and Municipal Guarantees for the ultimate repayment of principal, at least at par.
2. Possibility of Premiums, the smallest affording ample interest on your outlay, the largest constituting a Fortune.
3. Payment of the sum you wish to invest by easy instalments.

PREMIUM BONDS

give you these opportunities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £10,000, or at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from £1 to £20.

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[245]

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No. 5 Carbolic Soap

is a healthy habit, for either personal use or household purposes—and it is not expensive.

Local Dealers sell it. Makers—F. C. CALVERT & CO., Manchester, England.

477

"LOOK ALIVE!"

Is one of the many casual every day injunctions wherein lurks much unexploited wisdom. The man who looks alive is always and everywhere successful. In business it is the "live" man who gets to the top; in society it is the active, graceful, agreeable person who must not utter; in the domestic circle it is the cheerful member who most completely wins and holds our affection. Therefore look alive! If you are suffering from anything which robs you of your healthy alertness attend to the trouble at once and don't rest until a cure is effected. If you suspect that depression or any disorder of the stomach, liver, or bowels, is sapping your vitality, it is certain that without delay, you should

TAKE

BEECHAM'S PILLS.

Sold everywhere in boxes, price 9d., 36 pills, 1/4 (36 pills) and 1/6 (36 pills).

163-4

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WINCARNIS,

THE GREATEST TONIC

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WHAT IT has done for OTHERS it will DO FOR YOU

Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

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Wholesale Distributors for China and Hongkong.

No. 22, Museum Road, Corner of Sochow Road, Shanghai 1402

Turkish War, in Afghanistan with Lord Roberts, in Canada, and in Egypt, the medals he wears were always won by the hardest and most arduous service in each campaign; for, as in all else, Lord Minto in his military career was thorough and no medal-hunter or seeker after a soldier's bubble reputation. (Cheers.) It is very appropriate that he should preside at a Newspaper Press Fund dinner, for on one occasion at least your journals and their readers profited by his able descriptions of the active operations then taking place, and he thus joined that brave and hardworking band of energetic war correspondents sent out by the newspapers to report on our campaigns with whom, I am glad to say, I am quite warmly associated. (Laughter and cheers.) I am very grateful to Mr. Fabian Ware for the testimony he has given on that subject to-night. (Hear, hear.) During his tenure of office as Governor-General of Canada and Viceroy of India the world closely followed Lord Minto's policy, and as one who was nearly associated with him in India, and perhaps to a certain extent behind the veil, I can only say that my admiration for his able statesmanship in somewhat difficult times was unbounded. Few Viceroys have been able so favourably to impress the Princes of India, and, by his sympathetic treatment of the natives as well as of the officers and men of the Indian Army, he obtained and retained the universal affectionate regard and esteem of all in the country. In giving you this toast I ask you to drink to the

"THE QUEEN OF

TABLE

WATERS."

Apollinaris
NATURAL
SPARKLING
MINERAL WATER.

GRAND PRIX.

Brussels Exhibition, 1910.

51-2

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
HONGKONG	ARCADIA	Light, 8th June	Freight and Passage.
LONDON via USUAL PORTS	DELHI	Noon, 10th June	See Special Advertisement.
LONDON and ANTWERP	NILE	About 15th June	Freight and Passage.
SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES			
SHANGHAI, MOJI, KOBE, SIMLA and YOKOHAMA		About 15th June	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALMERO and YOKOHAMA		About 22nd June	Freight only.

For Further Particulars apply to
H. A. REWETT, Superintendent.

Hongkong, 6th June, 1911.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
MANILA, CEBU and ILOILO	"TAMING"	On 6th June, 4 P.M.	
HAIPHONG	"SUNGKIANG"	On 7th June, 10 A.M.	
WEIHWAI and TIENTSIN	"HUICHOW"	On 12th June, 4 P.M.	
DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.			
S.S. "LINTAN" and S.S. "SANTU"			
AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the Saloons. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.			
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.			
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.			
NB—Passengers must embark before mid-night on SATURDAY, for the SUNDAY morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.			
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.			
FARE, \$45 SINGLE and \$80 RETURN.			
For Freight or Passage apply to—			
Hongkong, 3rd June, 1911.			

BUTTERFIELD & SWIRE, AGENTS.

HAMBURG-AMERIKA LINIE IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.	
TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South America Ports.	
NEXT SAILINGS FROM HONGKONG:	
OUTWARD.	HOMEWARD.
FOR SINGHAI, KOBE and YOKOHAMA:	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SILVIA ... 19th June.	S.S. ARCADIA ... 6th June
S.S. HELLAS ... 20th June	FOR HAVRE, BREMEN & HAMBURG:
S.S. SPESIA ... 1st July	S.S. PRELIEFELS ... 9th June.
S.S. BIELZIA ... 12th July	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. PREUSSEN ... 28th July	S.S. SCANDIA ... 23rd June.
S.S. ALESIA ... 9th Aug.	FOR ROTTERDAM, HAMBURG & ANTWERP:
	S.S. SITHONIA ... 26th June
	FOR HAVRE & HAMBURG:
	S.S. SLAVONIA ... 8th July
	FOR ROTTERDAM & HAMBURG:
	S.S. BRASILIA ... 9th July

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

DOUGLAS STEAMSHIP CO., LD. HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.	
FOR	
SWATOW, AMOY AND FOOCHOW	
AND RETURN.	
(Occupying 9 to 10 Days).	
STEAMSHIPS	CAPTAIN
"HAITAN" ...	Capt. J. S. Roach ...
"HAICHING" ...	Capt. W. C. Pasmore ...
During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—	
DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.	
Hongkong, 31st May, 1911.	

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

	STEAMERS	TO SAIL
• TIENTSIN VIA SWATOW WEI-	"CHEONGSHING"	Tuesday, 6th June, Noon.
HAUWEI & CHEFOO		
• SINGAPORE, PENANG & CALOUTTA	"KUMSANG"	Wed. day, 7th June, Noon.
• MANILA	"YUENSANG"	Saturday, 10th June, 2 P.M.
• SANDAKAN	"MAUSANG"	Thursday, 15th June, Noon.

RETURN TOURS TO JAPAN,
(OCCUPYING 24 DAYS).

The Steamers "KUMSANG," "YUENSANG" and "MAUSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

• Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

• Taking Cargo on through Bills of Lading to Yangtze Ports, Taichang, Weihaiwei, Chefoo, Tientsin & Newchwang.

• Taking Cargo on Through Bills of Lading to Kudat, Lahad, Davao, Simporna, Tawa, Oran, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.
GENERAL MANAGERS.

Hongkong, 3rd June, 1911.

TOYO KISEN KAISHA

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
CHIYO MARU	21,000	W. W. Green	FRIDAY, June 30th, 1 P.M.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, 1 P.M.
TENYO MARU	21,000	E. Bent	FRIDAY, July 28th, 1 P.M.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, 1 P.M.

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be dispatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 30th June, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO)				
Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS				
PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).				
STEAMER	TONS.	CAPTAIN	DATE OF SAILING.	
HONGKONG MARU	11,000	... H. Hinokuma	SATURDAY, June 17th, 1 P.M.	
KIYO MARU	17,500	... H. Nishi	TUESDAY, Aug. 15th, 1 P.M.	
BUYO MARU	10,500	... K. Hashimoto	SATURDAY, Oct. 14th, 1 P.M.	

THE Steamer "HONGKONG MARU" will be dispatched for MOJI, KOBE, YOKO-
HAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO,
IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 P.M.

FARES FROM HONGKONG,	
TO SAN FRANCISCO	\$ 45-0-0, Single
" NEW YORK	" 60-0-0 "
" LONDON	" 71-0-0 "
" "	\$ 120-0-0, Return 6 Months
" "	" 125-0-0, " 24 "
" SALINA CRUZ or MANZANILLO	Yen. 420-00, Single
" VALPARAISO	Yen. 570-00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense.

TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, LOCAL MANAGER,
Kio's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY (The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.	
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FOR	STEAMERS	TONS	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 13th June, at 11 A.M.
	"CHICAGO MARU"	6,182	WED'DAY, 12th July, at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"MEXICO MARU"	6,061	TUESDAY, 27th June, at 11 A.M.
	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage; Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Perceps. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
FOOCHOW via SWATOW and AMOY	"GHOSHUN MARU"	WED'DAY, 7th June, at 10 A.M.
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 11th May, at 10 A.M.

During the two months of July and August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of—
1ST CLASS \$45.50 2ND CLASS \$29.90.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER

7721

"The Beer That's Brewed to Suit The Climate"

O. B.
BEER.

"Just Try It"

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 7th June, at Daylight
	KAWACHI MARU Capt. H. Petersen	7,000	WED'DAY, 14th June, A.M.
	ATSUTA MARU Capt. Wm. Thompson	9,000	WED'DAY, 21st June, at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. J. Richards	7,000	SATURDAY, 17th June, from KOBE
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	INABA MARU Capt. S. Tomimaga	7,000	TUESDAY, 20th June, at 4 P.M.
YOKOHAMA and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 18th July, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. J. Nagao	5,000	FRIDAY, 9th June, at Noon
SHANGHAI, MOJI, and KOBE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th July, at Noon
KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 7th June, at Noon
BOMBAY via SINGAPORE, and COLOMBO	BOMBAY MARU Capt. J. Tanaka	5,000	WED'DAY, 7th June
	MIYASAKI MARU Capt. T. Mura	9,000	THURSDAY, 8th June, at 11 A.M.
	HAKATA MARU Capt. H. Nomura	7,000	TUESDAY, 13th June

† Calling at Djibouti.

§ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. ‡ Cargo only.

CHEAPEST SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.	
SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.	
Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.	
1st CLASS	\$120 \$110 \$100 \$90
2nd "	\$80 \$70 \$60 \$50
With Option of rail between Steamers' Calling Ports in Japan.	
For Further Information, apply to—	
T. KUSUMOTO, MANAGER.	

U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
• SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
• MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
• MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.
• KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
• SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
• MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
• MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
• KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "SIBERIA" will be dispatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 9th June, at 1 P.M.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH and MEALS ACROSS AMERICA.

INTERMEDIATE SERVICE.

CHINA.....10,200 Tons.....	FRIDAY, 16th June, at 1 P.M.
	FRIDAY, 7th July, at 1 P.M.
PERSIA.....9,000 Tons.....	FRIDAY, 4th Aug., at 1 P.M.
THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 16th June, at 1 P.M.	
On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS.	
SALOON SERVICE is furnished at Intermediate Rates.	
FARES, HONGKONG to LONDON via New York " " " £45.	
HONGKONG to SAN FRANCISCO via Canadian Atlantic Ports " " " £25.	
Through Bills of Lading issued to Japan, North, Central and South American Ports.	
For further information as to Passage and Freight, apply to the Agency of the Companies, Kio's Building (opposite Blake Pier).	
FRED J. HALTON, AGENT.	

VESSELS PASSED-ANJER.

May 3, Dutch str. Edilton, from Amsterdam for Batavia.	
May 13, Dutch str. Goetoe, Le Clercy, April 8, from Rotterdam for Batavia.	
May 18, German str. Hamburg, Müller, from Hamburg for Batavia.	
May 18, Dutch str. Banda, Prinze, May 18, from Batavia for Amsterdam.	
May 19, British str. City of Durham, Boyek, from Mauritius for Manila.	
May 19, Dutch str. Besaika, Bunge, May 14, from Batavia for Rotterdam.	

Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.

THE HONGKONG DAILY PRESS, PRINTING WORKS

turn out the Best Printing at Reasonable Price

